

Intimations.

Powell's

ALEXANDRA BUILDINGS.

NOW SHOWING.

A large shipment of the latest SPRING GOODS COMPRISING:—

LACE...

AND

MUSLIN...

BLOUSES...

— COTTON —

COSTUMES.

SUNSHADES

TRIMMED AND UNTRIMMED

MILLINERY

FLOWERS

AND

FOLIAGE.

SEE... LARGE WINDOW.

POWELL'S
Alexandra
Buildings.

Hongkong, 30th March, 1910.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alta, sis.	6/6
Ang-o-Malay	33/
Belgo-wisles	35 1/2 ss.
Batu Tigas	100/-
Butams	9/- ex rights
Bukit Kajangs	100/-
Bukit Rajahs	35 1/2
Carey Uniteds	30/- prem.
Casfield	100/-
Changkat Serdangs	32 1/2 ss
Cueras	35/-
Damasaras	100/-
Eastern Internationals	31 1/2 prem.
Fed. Selangors	33 1/2
Glenaleys	32 1/2 ss
Glenabells	100/-
Golcondas	100/-
Golden Hopes	150/-
Highlands and Lowlands	150/- ss
Indragiris	150/-
Isch Kennells	31 1/2
Jequies	31 1/2
Jonglandors	30/- prem.
Kamunings	8/- prem.
Kuala Lumpurs	200/-
Landrons (fully paid)	100/-
Landrons (ppd.)	110/- prem.
Latus	150/-
Ledburys	97 1/2
Liggins	55/-
London Asitics	150/-
London Ventures	100/-
Merlimaus	60/-
Pajams	118
Pegohs	52
Rubber Trusts	st. prem. ex. n. i.
Saggas	260/-
Sandycrofts	55
Sekongs	37 1/2 prem.
Shelfords	75/-
Singapore & Johores	1000
Sumatra Paras	14/9
Sungei Chohs	107 1/2
Sungei Kapars	170/-
Spongis	46/-
Seafields	121 1/2 prem.
Tandjongs	8/- prem.
Tangkahs	21/- prem.
Ulu Rantus	116/- ex n. i.
United Serdangs	165/-
United Singapore	150/-
United Sumatras	150/-
United Langkats	103 1/2 ex rights

MYSTERY OF A MISER.

HOGGED WITH £3,000 IN THE BANK.

Mystery, and, maybe, romance, attaches to the death at the Vauxhall Rowton House yesterday of an old man, who had lived there and at other Rowton Houses for the past years, reports the *Morning Leader* of 26th February. The man dressed in orthodox tramp fashion, frequently borrowed coppers from his fellow-lodgers, and was supplied with food by them. Yet, when his belongings were searched yesterday, it was found that he possessed a banking account with a credit balance of several thousand pounds.

The man was known by the name of Phillips, but none of his friends knew anything about him. He looked about 73 years of age, and had lived first at Vauxhall Rowton House for three years, going thence to Whitechapel and returning to Vauxhall two years ago.

LIVED ON 4 1/2 A DAY.

"Everyone thought that he was in the most object poverty," one who knew him stated. "He used to come to me and other people in the house for coppers, and frequently was given food by his friends. He dressed as much like a typical tramp as could be conceived. He was untidy and unkempt. What food he had he used to get at the Rowton House, for he did not go out very much, spending a good deal of time in playing chess and draughts and reading.

Rising about eight, he would expend about 14d. on breakfast. Sometimes he had soup for lunch, spending about 2d. and sometimes tea—getting a slice of bread and butter and tea for 1d. He rarely bought more than two meals a day. He did no work, and though he mixed with the others nobody can say anything about him. He never received any letters, and never said what he had been in trade.

WALLET FULL OF WEALTH.

The old man collapsed suddenly about ten o'clock yesterday morning, just after he had walked into the reading-room, and sat down on a bench near the door. He was dead when the doctor arrived, and was taken to the Lambeth mortuary.

On him, in a leather wallet, the authorities were surprised to find a half-sovereign and about a pound's worth of silver. The wallet also contained bank books one account in the Bank of England amounting to over £2,700, and the other in a penny savings bank, to about £40. From the fact that there had been periodical payments into the larger account (the latest being in September last) it is thought that he probably had other property.

REMARKABLE WILL.

When his box in the locker alley came to be searched a remarkable will was discovered. It was dated about nine years ago, and though properly drawn up, witnessed, and signed, the signature of the testator had been erased. After setting apart a certain amount to the executor, who at the time was living in a London suburb, he bequeathed the whole of his fortune to a well-known public society. The document also contained instructions about the place and manner of his burial, the miser particularly specifying a brick grave. There has also been found a letter from the executor to Phillips. Phillips regularly paid the rent of his cubicle—3s. 6d. a week—and had for practically his sole furniture a bed and a chair.

PLEA FOR THE CHINA PONIES.

SPORTSMAN'S VIEW.

"Spectator" writes in the *Bangkok Daily Mail* of 17th inst.:

During the race meeting just concluded one heard very nice things being said about the handicapping which had produced such excellent racing and such close finishes; and with all the nice things said I heartily associate myself.

But there is just one thing which may not be in the province of the handicapper, but to which I should like to draw his attention and get him to use his influence to get altered. This is the crushing weights that the China ponies have to carry for their laches.

There were nine ponies in all entered for the meeting, and in the first China pony race, without penalties, the top weight carried 11st. 4lb. and the bottom weight 10st. 6lb. Of reference to Ruffs Guide I find that during a period of 16 years the greatest weight carried by a winner of the City and Suburban Handicap at Epsom was 9 st. 4lb. in 1876 by Thunderer 6 yrs and the lowest 4 st. 12 lb. in 1882 by Butterfly 3 yrs, such great horses as Master Kildare, Ben d'Or, Velocity and Dean Swift carrying from 9st. 10lb. to 8st. 7lb. In the Jubilee Handicap the same authority shows that, from 1879 to 1909 the highest weight carried was 10st. by Minting in 1888 while such horses as Bendigo, Nunthorpe, Victor, Wild Knight of the Thistle all carried less, and Ebor who won last year carried only 7st. 7lb. Further instances can be given without end, but the question I want answered, is, why these poor little rats of China ponies are given weights which no owner in his seven senses at home would think of accepting, and no handicapper think of giving. I mean, of course, when racing in their own class. What was the basis on which these weights were ascertained?

I am aware there was a strong feeling that it was desirable that owners should have a chance of riding their own ponies, but in the strength of this desire all questions as to the ability of the ponies to carry these weights seem to have been lost sight of.

I believe originally eleven ponies were imported, and all have been on the course, but the significant fact is that, out of these, two have dropped out through going lame, or breaking down in some way in training, and I believe at this present moment, there are only four ponies fit to race, owing to breakdowns.

There is no doubt in my mind that this is entirely due to the heavy burdens the ponies have had to carry during their racing. And other ponies have developed temper and a distaste for the pastime which is hardly to be wondered at. A pony having to train for so many months in the year and make supreme efforts with crushing weights hampering his free movements, must get a distaste for the game, and eventually do his best to get out of it.

It is not my wish to find fault, Mr. Editor, but merely to direct attention to the matter if for no other purpose, than for the sake of humanity.

There is a practical side, too, to this question, and that is the one that should appeal to the powers that be. As at present arranged, the ponies start at their full weight for inches, and if they don't win the weights are gradually brought down, but the pony may break down in the first race under the present crushing weights, and the pony be unable to race with only 3st. on his back, and a great part of his owner's enjoyment is spoilt, to say nothing of his chances to win a little towards the keep of his pony—a no inconsiderable item.

Why not then bring the weights down even to the Siamese pony standard, and put on weight as the meeting progresses? An owner who has raced his pony for two days, and perhaps has had a win or two, can then, not accept a weight, he thinks may try his animal more than he cares about, or if he chooses to accept won't mind losing a race on the third day, having had his win or wins. His pony will have raced with weights that have not unduly tried him when making the supreme effort, he will enjoy the game, and good feeds and no crocks will be the result.

These China ponies are not bred to race, and though they are used to carrying weight it is at a walk, and even then they are packed, not for the easy going, but for the strenuous part such as climbing hills, etc. Even in blood horses bred to race and to the strenuous efforts of the race course, it is only in a generation or so the horse appears who can carry weight to any extent and keep on at the game and even then the weights are not in the same "street" as our weights here.

My remarks all apply of course to flat racing, and must not be misunderstood. Steeple-chasing is another thing, and governed by other conditions, and my only desire is to see the lot of the Chinese racing pony in Bangkok ameliorated to some extent, if not for the sake of racing then in the name of humanity, and I hope something will be done by those in authority in racing circles in this direction before 1st December.

NOTICE.

MR. LI HON FAN, a Chinese graduate, varied in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language, or require to be "well" in Chinese, may apply to him at his office, 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January 1910.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows, but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tonic, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

E. J. R.
SANITARY BOARD OFFICE,
HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMED-WASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "Throughout" used in this notice means that the Houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of Bank Lane and Cleary Street.

The Government Lime-washing Contractor is prepared to Cleanse and Lime-wash Floors at the rate of \$1.05 per floor on application being made to the Secretary of the Sanitary Board.

W. BOWEN-ROWLANDS,
Secretary.

Dated this 1st day of March, 1910.

"SO LIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, and may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong.

Sole Agents.

Hongkong, 7th December, 1909.

Public Companies.

UNION INSURANCE SOCIETY OF GANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-FOURTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1910.

CHINA TRADER'S INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statement of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 13th March, 1910.

Notices of Firms.

NOTICE.

THE Partnership between MOHIDEEN and THAHA has been DISSOLVED by mutual consent as from this date, and in future the business hitherto conducted under the firm name of Mohideen and Thaha will be carried on as

MOHIDEEN & CO.,
Jewellers,
Dealers in Ceylon Precious Stones,
No. 2, D'Almeida Street,
Hongkong, 26th March, 1910.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Réunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & CO.,
P. THOMAS,
Agent.

Hongkong, 29th December, 1909.

Consignees.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Charente* and *Medos*, from Havre ex S.S. *Charente*, and from Bordeaux ex S.S. *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns and or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remained unclaimed after the 4th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in, to me on or before the 5th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, 4th April, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 26th March, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns and or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of March, at 9.30 A.M.

All Claims must reach us before the 4th of April, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

THIS STEAMER BRINGS CARGO Ex S.S. *Cypriote* from Rio de Janeiro.

Thyssa from Smyrna.

Feldmanah from Zanzibar.

NORDDEUTSCHER LLOYD.

MELBOMERS & Co.,
General Agents.

Hongkong, 24th March, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"ALEXIA,"
Captains Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 25th March, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE F. & O. S. N. Co's Steamer

"SARDINIA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th March, 1910.

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.PALATABLE
AND
REFRESHING.Watson's
FRUIT SYRUPS.mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

Hongkong, 31st March, 1910.

MARRIAGE.

WOLFE-CHATHAM—On 31st March, 1910, at St. John's Cathedral by the Right Rev. the Bishop of Victoria, assisted by the Rev. F. T. Johnson, EDWARD DUNN, CORSEMAN, son of the late Thomas Wolfe, Esq., of Birkenhead, to AGNES CATHERINE, only daughter of the Hon. Mr. W. Chatham, C.M.G., Director of Public Works, Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 31, 1910.

HONGKONG UNIVERSITY.

Our readers will endorse in its entirety the following appreciative article which appears in the leader columns of the *Singapore Free Press* of the 24th March:—In the history of Hongkong, our northern neighbour, there have been many outstanding incidents that have marked the march of that Colony along the path of progress and prosperity which the enterprise, the energy, and the public spirit of her inhabitants have done so much to promote. But it must be acknowledged without any hesitation that no event in the annals of Hongkong is to be so intimately associated in the future with the loftier and more intellectual life of that great centre of British influence than the incident of the laying of the foundation stone of the Hongkong University by H. E. the Governor, Sir Frederick Lugard. It is not less than the dawning of a new era for Hongkong. As a wonderful focus for mercantile enterprise, as one of the greatest resorts of shipping in the world, Hongkong has long held that pre-eminent place that she has so well merited. But when the new University, the first stone of which was laid on March 16th, comes in due course of time to the full vigour of its beneficent activity, Hongkong will have become an intellectual and educational Mecca for the higher training, in various directions, of students not only from that Colony, but from the whole expanse of Southern China, and from all the other regions where, around the China seas, Chinese communities have settled. It is just over a year ago that this splendid project was noticed in these columns with the appreciation we could bestow. It was primarily to the munificence of Mr. Mody, a large-minded and generous-hearted Patriotic Citizen of Hongkong, that the dream of a University for Hongkong became a reasonable cogitation. Mr. Mody undertook to provide, from his own resources, whatever buildings were necessary for the University, whatever the cost. Well

known, is proverbially, "half done." It is always the first step that costs, and when Mr. Mody so magnificently disposed of all the initial material difficulties, there at once ensued a public-spirited rally of all that was of the best in Hongkong to grapple with the question of the endowment that was the necessary sequel to Mr. Mody's noble benefaction. As we remarked in connection with the meeting held over a year ago at Government House, Hongkong, to discuss the ways and means of raising funds for the future maintenance of the University, and for the providing of all those extensions that would become necessary as time went on, "Endowment begets endowment, public spirit and generosity form a strong and beneficent precedent, and the future may bring forth worthy benefactors to emulate Mr. Mody." And so it proved with regard to the creation of the initial endowment fund for the maintenance of the Hongkong University. Both Mr. Mody and Sir Frederick Lugard bore glad testimony to the thorough going sympathy and practical support that was instantly forthcoming from all classes of the community when once the endowment fund was formally opened to public subscription. The Chinese, who are never backward when projects of genuine public utility are proposed, accorded the endowment fund a healthy and general support. Nor were the European firms awaiting in public spirit in their generous contributions to the endowment. Still there was a long way to go, for it is a difficult thing for one generation to find the capital whose interest all posterity has the privilege of enjoying. All doubts were however dissipated when the great shipping house of Butterfield & Swire came forward with the royal donation of £40,000. With that enthusiasm grew and help followed in generous measure. The contribution of \$100,000 by the Viceroy of Canton, H.E. Chan Jen Chen, not only showed that the utility of the future University was thoroughly appreciated in South China, but that the scheme had the entire goodwill of the Imperial Government of China. Sir Frederick Lugard, in that portion of his address that dealt with the enumeration of the benefactions, did not forget to include what he termed the "princely gifts of great generosity" by the Hongkong and Shanghai Bank, Messrs. Jardine, Matheson and Co., and others. Rarely could a parallel be found to a great conception driven through with such unanimous public spirit and such unity of co-operation as has been exhibited in the institution of the idea of Mr. Mody, and the swift creation of its magnificent endowment. On this point we ventured to suggest that the Hongkong Government, with an eye that the future might endow the University with Crown land in the New Territory, which by that process of unearned increment that a growing settlement would ensure, might place the University, a century hence, or even far less than that, in the possession of annual revenues that might go far to enhance the efficiency of that great educational centre. When Mr. Mody, at the ceremony of the laying of the foundation stone, rose to explain how it was that he came to think of founding the new University for Hongkong he used words that were pathetic. He resolved that it was his duty to see that others had the advantages he himself never possessed. It is impossible to read his words without a deep sympathy and an admiration for that generosity of soul that measured his own munificence by the consciousness of what was denied to him in his earlier days. He said:—As a young man, the advantages of education were unfortunately not within my reach, and I have to-day at my advanced age to confess myself "no scholar"; throughout my long life I have daily realized that I have missed for want of a sound education, and it was with the idea of in some measure providing for others what I was myself denied, that I determined to offer to erect at my own cost a building which bring within their reach those educational advantages, which I have myself so greatly missed; and I may say that I was much encouraged thereto by a conversation I held one day on the subject, with one whose absence from among us to-day no one deplora more than myself, sure though I am that though absent in person, she is with us this day in spirit. I refer to Lady Lugard, herself a keen educationalist, who took great interest in my scheme, and who before leaving Hongkong expressed to me the assurance that it would arrive at a successful issue, and the hope that Sir Frederick Lugard would before his departure on leave, lay, as he is now about to do, the foundation stone of this University. No part of a ceremony so pregnant with the future higher life of Hongkong was so grateful to the brilliant audience that attended this historical ceremony, as the announcement made towards the close by H. E. the Governor of Hongkong that His Majesty had been graciously pleased to confer upon Mr. Mody the honour of Knight Bachelor. It will be the universal wish not only in Hongkong, but wherever his munificence is known, that Sir Horatio Mody may long be spared to see the University shown to him its existence increase year by year in usefulness and in renown.

LOCAL AND GENERAL.

LIEUT. J. C. REES of the H.K.V.C. is granted leave of absence for 20 months with effect from the 18th inst.

SERGEANT V. SORBY is granted leave of absence from the H.K.V.C. for 6 months with effect from the 2nd April.

HEAVY rains of late at Ayer Kuning, Selama and Trong have inundated acres of valuable rubber and the main roads.

OFFICER H. G. PEPPER having left the Colony without leave is struck off the strength of the Hongkong Volunteer Corps.

CAPTAIN C. R. F. SEYMOUR, 13th Rajputa, Hongkong, has been nominated for admission to the Indian Staff College.

THE China Borneo Co., Ltd., have been admitted members of the Chamber of Commerce subject to the usual confirmation at the next annual meeting.

THE ice-breakers which are to be employed in exploration work in the Russian Arctic Sea have passed the Suez Canal and are due in Hongkong shortly.

PRINCE CHING, it is reported, has given orders that he will accept no presents on his coming birthday on April 9, neither will he receive calls, so as not to create further adverse criticisms.

OUR Canton correspondent writes:—The Provincial Educational Commissioner has issued a proclamation warning students of all schools and colleges in Canton against smoking cigarettes.

MESSRS. Shewan Tomes & Co., agents, Yangtze Insurance Association, Ltd., have received a cable from Shanghai advising that the directors will recommend at the coming general meeting a dividend of twenty-five per cent.

LIEUT. F. H. TURNER has been appointed to the despatch vessel *Alacrity*, China Squadron, for duty from 6th inst. Sub-Lieut. J. Turner has spent since January, 1909, in the navy, and the *Alacrity* is his first ship on foreign station.A COOK in the employ of a tailor's establishment was awarded two months' hard labour at the Magistracy this morning for stabbing one of the *fohki* in the side. The victim of the assault had to remain in hospital for some time as a result of his injuries.

AN Indian Police-Sergeant charged a hawker at the Magistracy this morning with obstruction and a fine of \$1 was imposed. A further charge of trying to bribe the sergeant was also preferred against the man and he was fined \$10. The sum he offered the policeman was \$10.

SIR Edward Grey, Secretary of State for Foreign Affairs, replying in the House of Commons to Sir William Bull, Unionist Member for Hamersmith, said that the Government had no information regarding a reported railway agreement between Mongolia and Russia.

THE death is announced of Capt. Reginald, Yorks Huss (formerly Smith), R.N., C.M.G. As a lieutenant he was appointed to the *Dartmouth* in China, in 1881, and from that time until his retirement as commander in 1893 he was almost continuously serving abroad, chiefly on the China and Mediterranean Stations.

NYANATI CKA Bikkhu, a Buddhist monk of German nationality, is reported to have established his self among the mountains near Lugano, Italy, his object being to found a Buddhist monastery where European Buddhists may assemble, and to carry on missionary work by means of lectures and translations of the sacred books.

AT the last committee meeting of the Chamber of Commerce, the Chairman read a letter from Mr. H. E. Tomkins resigning his seat owing to his near departure for home, and it was decided to send a letter of thanks to Mr. Tomkins for his services on the committee for the past nine years. The question of the appointment of a member to the vacant seat was left over to the next meeting.

THE collection of Likie dues throughout the whole province of Kwangtung on goods exported and imported during the half year from the beginning of the 7th moon to the end of the 12th moon of last Chinese year, as reported by the Likie officials to the Viceroy, amounted to two million three hundred and twenty-four thousand eight hundred and sixty-five taels, which figure shows an increase of almost half a million taels as compared with the amount collected in the preceding half year.

CHANDU SEIZURE.

VALUABLE HAUL ON THE STEAMER "HONG BEI."

Mr. Howard, chief of the chandu preventive service, and a corps of assistants, made a valuable haul on Messrs. Wee Bin and Co's steamer *Hong Bei*, at 4 p.m. yesterday, reports the *Strait Times* of 23rd March, the total value of the contraband discovered being several thousands of dollars. Concealed behind one of the water tanks, the revenue officers found no less than 310 tins of China chandu, worth over a thousand dollars, 440 half-ounce bottles of cocaine, "made in Germany," worth more than the chandu and 225 packets of morphia, also of considerable value.Though the *Hong Bei* was allowed to proceed on to Penang, last night, it is the intention of the Government to proceed to proceed against both the captain and the owners of the steamer and if the charge should be proved, the fine should be a record one in view of the great value of the goods seized.

The price of opium has gone up 66 per cent. in the past few months, and it is said to be probable that Government will find it necessary in the near future to increase further the price of prepared chandu, which is now being sold at thirty cents per tael more than the recent farm charged and is very nearly worth its weight in gold.

FASHIONABLE WEDDING IN HONGKONG.

WOLFE-CHATHAM.

A very pretty wedding was solemnized at St. John's Cathedral this afternoon, when Mr. Edward Dudley Corseman Wolfe, son of the late Mr. Thomas Wolfe, of Birkenhead, Cheshire, was united in marriage to Miss Agnes Catherine Chatham, only daughter of Hon. Mr. W. Chatham, C.M.G., Director of Public Works. In spite of the dull, muggy weather, there was a large attendance of friends and acquaintances to witness the ceremony and included His Excellency the Governor, The Rt. Rev. the Bishop of Victoria, was the officiating clergyman and his Lordship was assisted in his duties by the Rev. F. T. Johnson, Senior Chaplain. The bride, who was given away by her father, looked charming in an ivory satin gown with swathed bodice, trimmed with white flowers. The bridesmaids were the Misses Ethel and Gaelic Hutton Potts and Miss Angel Ormiston and were attired in dresses of ivory white silk tulle, trimmed with silk lace. The Misses Potts wore white chip straw hats trimmed with green ribbon and pink roses, while Miss Ormiston wore a small bonnet trimmed with pink roses. All the bridesmaids carried bouquets of pink roses. Mr. R. O. Hutchinson acted as "best man." The service was fully choral and included the hymn "O Perfect Love" and the Wedding March from Mendelssohn. Mr. Denman Fuller presided at the organ. H. E. the Governor signed the register in this vicinity during the ceremony.

After the ceremony, a reception was held at "Inverdruid," Barker Road, the residence of the bride's father, where H. E. the Governor, proposed the health of the newly-married couple. The toast was heartily responded to.

The bride's going-away dress was a Vivian Rose cloth costume with hat to match. The honeymoon will be spent in Japan.

AMATEUR BILLIARDS.

DEFEAT OF HONGKONG CHAMPION.

The competition for the Billiard Association Amateur Championship has been proceeding this week at Glasgow, says the *L. & G. Express*. A great crowd watched the second and concluding heat in the first round, which resulted in the defeat of the Hongkong amateur, Mr. E. H. Hinds (winner of the London qualifying competition) by Mr. R. Blair (Scottish champion). Major Fleming, the holder, who was present, displayed great interest in the proceedings. Mr. Hinds started off well, but subsequently experienced very bad luck in the run of the balls. The Scottish champion played his points at the interval 30 in front. On an opening Mr. Hinds registered 25, supplementing this with 24, 31, and 18, to 14, 16 (twice), and 13 by Mr. Blair. Following some slow play Mr. Hinds knocked together 30 and 20, closing the scores to be called 212-118 in his favour. From this the Scottish champion, compiling 50, 32, 27 (twice), 28, and 21 to his opponent's 24 and 15, went ahead, leading 10 to 8 minutes at 350 to 250. Eventually the London representative played well, compiling successive breaks of 24, 30, 17 (twice), 25, and 35, Mr. Blair replying with 16 and 41. After this Mr. Hinds contributed a pretty 63 before failing at an ordinary long white. Shortly afterwards Mr. Blair brought about the adjournment, the interval scores being: Mr. Blair (in play), 502; Mr. Hinds, 463. At night Blair made best breaks of 34, 47, and 53, and Hinds of 59, 54, and 36 (twice). Final scores: Blair 1,000, Hinds 945. Blair was subsequently beaten by Thomas (Wales) by one point only.

LIGHT ON KAPING ISLAND.

DEACON ORDERED FROM ENGLAND.

The Secretary of the Chamber of Commerce, upon receipt of an inquiry from the Steamboat Co., on the above subject, addressed the Government as under:—

Hongkong Chamber of Commerce, 28th January, 1910.

Sir,—I am directed to refer you to the correspondence which took place in the spring of last year between the Government and the Chamber relative to a petition of matters of river and coasting steamers for the establishment of a light on Kaping Island.

An inquiry has been received by my committee on this subject, and to enable them to reply thereto, I am desired to ask you to be so good as to inform them what steps are being taken, or have been taken, by the Government to fill a long-felt want of the seafaring community.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

Hon. Sir Henry May, K.C.M.G., Colonial Secretary.

Reply from Government:—

Colonial Secretary's Office, 1st February, 1910.

Sir,—In reply to your letter of the 25th ultimo, I am directed to inform you that an indent was forwarded by this Government to the Crown Agents on the 12th ultimo for an automatic acetylene gas beacon with explosive fog-signal bell, which it is proposed to install on Kaping Island for the better lighting of the Capitanus Pass. The light is to be of the 6th order, bright, occulting and visible for 5 miles on a clear night.—I am, &c.,

(Sgd.) F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

The Chairman said he trusted the requirements of the river traffic through Capitanus Pass would now be met.

THE HASTINGS CASE.

HARDY ASSERTIONS OF A CHINESE WITNESS.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, and a special jury at the Criminal Sessions this morning, the case was continued in which Lam Fok Oh is indicted on three counts, which are as follows:—(1) Conspiring with others with intent to defraud any person willing to lend money; (2) conspiring with others with intent to defraud Mr. John Hastings, solicitor; and (3) obtaining from Mr. John Hastings two cheques for \$9,000 and \$15,000 odd, respectively, by means of certain false pretences, to wit, the production of a forged Crown Lease. Mr. M. W. Slade, K.C., instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

The following were the jury:—Messrs. C. G. Gok (foreman), L. Gibbs, G. F. G. Grimble, C. Montague Ede, J. T. Douglas, A. C.D. Gordin and H. Pinckney.

An assistant sheriff of the Netherlands Bank spoke to the prisoner's having deposited the sum of \$7,000 at the Bank on the 10th September last. Asked whether he knew the prisoner, witness stated that he knew him by sight. On being asked whether he could recognise him in the Court-room, witness pointed out to the prisoner, who he said somewhat resembled the man who had deposited the money. The latter looked fatter in the face but still there was a resemblance between the two men. He could not say as far as his knowledge went whether the two men were identical or not.

Mr. Slade—My Lord, under the circumstances, I ask to be allowed to put in certain statements made by the witness in the course of his cross-examination in the Police Court.

Mr. Alabaster—I object.

Mr. Slade—I am merely trying to hear what his Lordship has to say.

Mr. Alabaster—I have a right to object.

Mr. Slade—Certainly I am not going to prevent you from speaking.

Proceeding, Mr. Slade stated that under the circumstances the Court could treat the witness as hostile.

His Lordship—I don't think so.

Mr. Slade—As your Lordship pleases. I only thought that under the circumstances the witness could be treated as hostile.

Further cross-examined, witness said that it seemed to him that it was a woman who handed over the money. He could not be certain of this and neither of the exact amount of the sum. The money consisted of a few thousand dollars.

Mr. Slade—Do you know defendant's name?

Mr. Alabaster—I object.

The Chief Justice (To witness)—Do you know his name?

Witness—I don't even know where he comes from. I don't know his name except from the book and on the cheque.

Another Chinese witness gave evidence with regard to the matter without being cross-examined with the prisoner.

Mr. Slade—Do you know his name?

Witness—No. He is a down-right swindler (laughter).

Mr. Alabaster—My Lord, I don't think my friend is entitled to elicit replies from the witness damaging to the character of the man.

Mr. Slade—I asked witness if he knew the man's name and I got the most unexpected answer.

Mr. Alabaster—It should not have been allowed.

His Lordship—What can I do? The jury have heard it and I cannot recall the statement. I should certainly have stopped it had I known it.

Mr. Slade—If I knew that witness was going to make the statement, I should certainly have stopped it.

His Lordship—I don't suppose Mr. Slade has any evil intentions.

Mr. Alabaster—I agree with your Lordship.

His Lordship—The evidence has been put before the jury but I don't think they will believe it (laughter).

Mr. Alabaster—I don't suppose they will.

Mr. Slade (To witness)—Do you know if he had any property?

Mr. Alabaster—It is perilously near the same thing.

Mr. Slade—I am entitled to ask the question.

Mr. Alabaster—There's a certain object.

Mr. Slade—The object is obvious.

Mr. Alabaster—And for that reason should be inadmissible.

Mr. Slade—I am entitled to put the question to the witness.

Mr. Alabaster—It's coming very, very near the line.

His Lordship (To the Court interpreter)—Tell the witness to answer "Yes" or "No."

Witness—No.

Further evidence having been taken, the case was adjourned.

IMPERIAL EMPIRE EXHIBITION.

CHINESE CO-OPERATION INVITED.

The Colonial Secretary has transmitted for the consideration of the committee of the Chamber of Commerce a prospectus concerning a proposed Imperial Empire Exhibition in 1913 and inquired whether it was the opinion of the committee that this Colony should participate in the exhibition.

It was decided by the Chamber to ask the Government to draw the attention of Chinese agents, dealing in local manufactures and exports to the exhibition.

THE British Museum has acquired, says the *Birmingham Post*, the wonderful collection of Chinese drawings formed by Mrs. Wegener during her stay in China for the past ten years. It is said to be by far the most complete collection of the kind in existence, the date of the drawings ranging from the year 700 of our era to about 1850.

HOW HOLOW CONSPIRACY SCHEME.

SUGGESTION OF HONGKONG SHIPPING FIRMS.

The following correspondence was considered at the monthly meeting of the committee of the Chamber of Commerce held on 28th inst.—

Hongkong Chamber of Commerce, 2nd February, 1910.

Your Excellency—I have the honour to enclose a copy of a letter jointly signed by Messrs. Butterfield & Swire and Mr. A. R. Marty relative to a proposed improvement of the port of Hoihow.

My committee consider that an improvement is eminently desirable and it would seem that the scheme has been sympathetically received by the Chinese Imperial Government who have already provided funds for a preliminary survey.

I am directed to lay the matter before Your Excellency in the hope that you may use your valuable influence towards the commencement of the work at the earliest possible moment.—I have &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

His Excellency Sir John Jordan, K.C.M.G., H.M.'s Envoy Extraordinary and Minister Plenipotentiary, Peking.

Letter from Messrs. Butterfield & Swire—

Hongkong, 4th January, 1910.

Sir,—We beg to bring to your notice a scheme which is now on foot for improving the port of Hoihow, in the island of Hainan.

As you are doubtless aware, lack of water prevents the close approach of steamers to the port, and for the same reason, cargo boats are not able to go out to steamers at all states of the tide. In addition, with steamers lying, as they are compelled to, some 2 miles off the port, work has to be suspended entirely during anything approaching rough weather and the consequent delay is very serious.

Mr. G. W. Pearson, H.B.M.'s Consul at Hoihow, and the Collector of Customs there, Mr. Cross, are interesting themselves in a scheme for improving the port, and after considerable difficulty succeeded in obtaining a money grant from the Chinese Government for purposes of survey work. The services of an experienced engineering firm in Hongkong were engaged and two engineers were sent down to carry out the survey, which appears to have been very thoroughly done.

Two schemes were suggested, the estimated cost of one being about seven million dollars and the alternative scheme some six hundred thousand dollars.

The larger scheme appears to be far too ambitious and has practically been abandoned, and the question of ways and means for adopting the second scheme, which would improve the port sufficiently for the purposes of the present trade, is now under consideration. We, shipowners trading to and from Hoihow, are willing to assist the scheme by paying any increase in port dues, in reason, which the authorities may see fit to levy on shipping, and the Hoihow merchants, realising that the present state of their port is an obstacle to the increase of trade, are willing, we understand, to contribute to the funds for the improvement of the harbour by paying a surtax on their cargo, but it will also be necessary for the Chinese Government to contribute something, and advance the requisite funds for putting the work in hand.

As great difficulty is being experienced in getting the Chinese officials in the South to move further in the matter, we beg to request you to lay the above information before your committee with a request that they may communicate with Sir John Jordan, H.B.M.'s Minister in Peking, recommending that he should use his valuable influence to obtain the necessary funds from the Chinese Government as well as their sanction for the commencement of the work with as little delay as possible.—We have &c.,

(Sgd.) BUTTERFIELD & SWIRE, Agents.

China Navigation Company Limited.

(Sgd.) A. R. MARTY.

E. A. M. WILLIAMS, Esq., Secretary.

Hongkong Chamber of Commerce, President.

Letter to Messrs. Butterfield & Swire—

Hongkong Chamber of Commerce, 3rd February, 1910.

Sir,—With reference to your letter of 4th January, 1910, relative to the above scheme, I take pleasure in enclosing for your information, a copy of a letter addressed by the Chamber to Sir John Jordan, H.B.M.'s Minister at Peking.—I have &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

Messrs. Butterfield & Swire, President.

A similar letter was forwarded to Mr. A. R. Marty.

Reply from H.B.M.'s Minister at Peking—

British Legation, Peking, February 16, 1910.

Sir,—I have to acknowledge the receipt of your letter of the 2nd instant in which your Chamber urged the advisability of work being commenced at the earliest possible moment upon the improvement of the port of Hoihow.

I have requested His Majesty's Consul at Kiangchow to furnish me with a report upon the present position with regard to this question, and meanwhile I would assure you that the matter is one which will receive my careful consideration.—I am, &c.,

(Sgd.) W. G. MAX MULLER, Secretary.

The Secretary, Hongkong General Chamber of Commerce.

The Chairman said that so far the matter had progressed satisfactorily.

THE Federated Malay States (through a rubber boom) are attaining new fame. The fact is that in London, reports have been received from the rubber planters of the Federated Malay States that the rubber boom is attaining new fame.

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HONGKONG NATIVE PAPERS

[From Our Own Correspondent]

Can'ton, 30th March.
When H.E. Shum Chuh Huan was Viceroy of Can'ton, he gave orders to prohibit the importation into Can'ton of several Chinese newspapers published in Hongkong. The present Viceroy, H.E. Yuen Shu Huan, does not relax the prohibitory order one whit. It is just the contrary. He issued orders on the 28th instant to the Police authorities to stop all the newspapers agents here from receiving two more Chinese papers published in Hongkong (same given) for circulation in the city, as these papers are alleged to contain seditious articles and reports tending to incite the people.

VICTORIA RECREATION CLUB

ATHLETIC SPORTS.

It is proposed to hold an athletic meeting on Saturday, 23rd April, on the Hongkong Football Club's ground under A.A.A. Rules (subject to sufficient entries being received). The programmes of events is as follows:—
1.—Long Jump.
2.—120 yards Flat Race. (Handicap).
3.—High Jump.
4.—100 yards Flat Race. (Challenge Cup).
5.—Boys' Race, 100 yards (Handicap). Open to Boys between the ages of 10 and 15.
6.—Team Race—200 yards. (Teams of 4). Open to members of Clubs mentioned below, each Club to enter one team only.
7.—Girls' Race, 70 yards. (Handicap). Open to Girls between the ages of 6 and 10.
8.—Bicycle Race, 2 miles. (Handicap).
9.—120 yards Hurdle Race. 10 Flights.
10.—Half-mile 1st Race. (Open to Sailors, Soldiers, and Police).
11.—220 yards Flat Race. (Handicap).
12.—Girls' Race, 100 yards. (Handicap). Open to Girls between the ages of 10 and 15.
13.—440 yards Flat Race. (Challenge Cup).
14.—Bicycle Race, 3 miles. (Handicap). Start in Saddle.
15.—Boys' Race, 440 yards. (Handicap). Open to Boys between the ages of 10 and 16.
16.—Half-mile Flat Race. (Handicap).
17.—Sack Race (50 yards).
18.—One Mile Flat Race. (Handicap).
19.—Tug-of-War—8 men a side—open to Officers Non-Commissioned Officers and men of Navy, Army, Volunteers, and European Police. Each Ship, Regiment or Corps may enter one team only.
20.—Consolation Race.
Events 1—4, 6, 8, 9, 11, 13, 14, 16—18, open to all Gentlemen Amateurs who are Members or Visitors of the Hongkong Club, Club Germania, Club Lusitano, Hongkong Cricket Club, Kowloon Cricket Club, Craigongwee Cricket Club, Civil Service Cricket Club, Kowloon Bowling Green Club, Hongkong Football Club, Royal Hongkong Yacht Club, Hongkong Corinthian Yacht Club, Tai Koo Club, Phoenix Club, Lusitano Recreation Club, Hongkong A.A.A., Y.M.C.A., (European Dept.), and Victoria Recreation Club, and also to Officers of H. M. Navy and Army.
Entrance Fee, \$1 each for events 1—4, 6, 8, 9, 11, 13, 14, 16—18, 50 cents for No. 10; \$2.00 per team No. 19.
Entries close on Tuesday, 12th April, at 6 p.m.
Entry forms obtainable from the Steward, Victoria Recreation Club.

SHOOTING OUTRAGE.

SENSATIONAL AFFAIR.

A sensational shooting outrage occurred in the City about eleven o'clock this morning, the victim being Mr. L. Nissim, a clerk employed by Messrs. David Sassoon and Co. (Limited), general merchants, of No. 13, Leadenhall-street, reports the *Pail Mail Gazette* of 1st inst. Messrs. Sassoon's principal offices are on the first floor of the building, and are approached from the entrance by a long flight of stone steps. They have other offices on the top floor, which are approached again, not by lift, but by other long flights of steps.

It was in a room on the top floor of the building that Mr. Nissim was engaged with two other clerks when a visitor suddenly presented himself, and without a word of warning, according to the information given to a representative of the *Pail Mail Gazette*, whipped out a revolver, and fired several shots in rapid succession: at his victim, emptying, in fact, each of the six chambers of the weapon he carried.

Several of the shots failed to hit Mr. Nissim and found their mark in various parts of the room. Others, however, struck him in different parts of the body, and he fell badly wounded.

THE ASSAULT SEIZED.
So rapidly was the dramatic scene enacted, that completely were the other persons in the office taken by surprise that interference for the moment had been impossible. Swiftly now, however, the assailant was overpowered and disarmed, assistance was summoned for the victim and the police were brought in to take charge of the man who had shot him.

Mr. Nissim was taken to Guy's Hospital, where it was reported that though the wounds were serious, he was not in any immediate danger. His assailant was taken to the Minorities police station, and in due course he will be charged at the Mansion House.

It was stated this afternoon at Messrs. Sassoon's office that it was believed that the assailant is a relative of his victim. It was not known, however, what family feud existed, and no explanation could be given of the outrage. Various reports quickly gained currency, and one of them is to the effect that a dispute had arisen over financial matters.

Mr. Nissim is a native of Baghdad, and has been in Messrs. Sassoon's service in London some four or five years. He is a man apparently of about thirty-five or forty years of age. His assailant, whether a relative or not, is certainly also a foreigner. He was described to our representative as a younger man than his victim, a man apparently about thirty years of age.

BUFFS REGIMENTAL SPORTS.

SECOND MEETING.

The results of the remaining events of the above sports, which did not appear in our yesterday's issue, are as follows:—

HURDLE RACE.

First Heat.	
Private Coleman	1
Second Heat.	
Private Elliott	1
Third Heat.	
Private Souster	1
Private Souster	2
Private Tabrett	1
Private Wood	1
Private Miles	1

This was an amusing event. The runners had to be back to back and their legs tied together. The race ended in a easy win for the first pair, who were the only ones that had their bandage on till the finish.

ON-TO-TO RACE.

Private Tabrett	1
Lt. Corp. Rosam	1
Lt. Corp. Marsh	3

This race was started on the hills beyond King's Park, and the distance was something like three miles. Tabrett was an easy winner with Marsh second all the way. The latter was just beaten at the tape by Rosam.

FINAL 100 YARDS.

Lt. Corp. Andrews	1
Private Coleman	2
Private Elliott	3

This event proved an easy win for Andrews in 10.5 secs.

QUARTER MILE.

Lt. Corp. Andrews	1
Lt. Corp. Tester	2
Private Beach	3

Andrews came in grand style and won the race in 53 secs without being pressed.

NATIVE REGIMENTS RACE, HALF MILE.

Bala Singh	1
Bala Singh	2
Richpal Singh	3

Fourteen competitors started in this event and a good race was seen till the finish.

FINAL HURDLE RACE.

Private Elliott	1
Private Coleman	2

Elliott won this in 19 secs.

210 YARDS, OPEN TO MEN UNDER 21 YEARS OF AGE.

Drummond Wright	1
Private McClarty	2

Time: 1.28 secs.

REGIMENTAL 310 YARDS.

Private Champion	1
Private Wood	2

Time: 1.25.5 secs.

300 YARDS OPEN TO MEMBERS OF THE H. K. A. A. (HANDICAP).

Lt. Corp. Andrews (scratch)	1
K. McLennan (15 yds)	2

Four started; the other two were Mills (8 yards) and Crowley (6 yards). Soon after the start Andrews overtook all and won comfortably by a big margin. Time: 3.24 secs.

CONSOLATION RACE.

Private White	1
Private Andrews	2

Time: 1.25.5 secs.

FINAL TUG-OF-WAR.

"H" Company	1
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The final was between "H" and "G" Companies. The former won after a long pull.

THROWING CRICKET BALL. (Decided on Monday, 21st inst.)

1st Pte. Houcham, B Coy. (1) 100 yards.	
2nd Pte. Cloke, E Coy. 95 yards.	
3rd Pte. Cheeseman, C Coy. 93 yards.	

HALF MILE. (Run off on 21st inst.)
1st Lt. C. Andrews, E Coy. (1).
2nd, Lt. C. Read, H Coy. (1).
3rd, Lt. C. Kepp, F Coy. (3).

PUTTING SHOT. (Decided on Saturday, 19th inst.)
1st, Sgt. Dray, F Coy. 34ft. 4.3ins. (1).
2nd, Cpl. Browning, B Coy. 31ft. 8.3ins. (2).
3rd, Pte. Hawkins, H Coy.

HIGH JUMP. (Decided on Saturday, 19th inst.)
1st, Pte. Coleman, A Coy. & Pte. Elliott. E Coy. tied for 1st place.
3rd, Lt. C. Kennett, D Coy.

LONG JUMP. (Decided on Saturday, 19th inst.)
1st, Sgt. Dray, F Coy. 18ft. 5ins. (1).
2nd, Pte. Elliott, E Coy. 18ft. 2ins. (2).
3rd, Cpl. Collopy, C Coy.

POTATO RACE. (Decided on Thursday, 24th inst.)
1st, Lt. C. Kennett, D Coy.
Ptes. Wilkins and Archibald, a tie.

At the conclusion of the sports, Mrs. Eaton presented the prizes to the successful winners, and the proceedings ended with three ringing cheers and a "tiger" for Mrs. Eaton.

"HONG KONG" ASHORE.

Information has been received at Singapore that the *Hong Won*, J. Captain Hainsworth, is ashore on the Bleheim reef. She belongs to Wee Bin and Co.

The Bleheim Shoal is one of the most dangerous shoals which lie off the coast of Selangor, and is on their western edge. It nearly caused the wreck of H. M. S. *Blenheim*, when it was first discovered.

CRICKET.

HONGKONG CRICKET CLUB "A"

BY TELEGRAPH.

The above two teams will meet on Saturday afternoon at 2.15 p.m. on the Cricket Club ground to decide their League match. The Club will be represented by Drs. Atkinson and Aubrey, and Messrs. Hall, Hancock, Irving, Jocky, Long, Mackenzie, Mathews, and Pearce.

BOUYANT OIL SHARES.

SOME CAUSES OF THE PRESENT ACTIVITY.

A special article in the *Globe* of February 25, says:—

The advent of a boom in the shares of oil companies to the Stock Exchange was wholly unexpected by position of petroleum and the cause of the market for the past few months. For some considerable time various factors have been at work which have tended to bring about a gradual improvement in oil shares, and these culminated in the burst of activity which is now being witnessed. In the first place it has been perfectly clear for a long while past that there must be an enormous increase in the consumption of oil at a comparatively early date in consequence of its being used for purposes for which it was formerly not in demand; and secondly, no doubt, the fact that the Admiralty has decided to use oil for fuel as a substitute for coal, on a far larger scale than hitherto, and that contracts have already been entered into for the supply of paraffin to the Navy has helped not a little to stimulate speculative operations in oil shares of all descriptions. An yet it may not be practicable to measure the immense potentialities of oil fuel, but it is evident investors are beginning to realize that it has industrial possibilities not before taken into account, and it is not improbable that the better class securities in the oil share market, which have been excited to an unusual degree during the past few days, will record further substantial advances. Still, it is of the utmost importance that the investing public should exercise caution and discrimination, as it must be remembered that while some of the existing oil-producing companies have been remarkably successful, many others have proved to be utterly unprofitable—commercial failures.

SHELL TRANSPORTS.

It is too early to speak of the prospects of a protracted boom in oil shares, but it is somewhat significant, as showing what he thinks about it, that the company promoter is taking it for granted that there is to be a long spell of active business. Numerous new companies are soon to make their bow to the public, and already the shares of one or two, which have not yet been brought out, stand at a substantial premium. So far as can be ascertained, many new companies are being formed to acquire plots on the new oilfield of Malok, in South Russia, where a lot of English money has been invested, and where there is reported to be a remarkably prolific flow of oil; but it is understood that companies are also to be brought out to exploit oilfields in Trinidad, Borneo, Nigeria, Burmah, and Egypt. With an increasing demand for liquid fuel, money will be provided for the exploitation of promising oilfields and it is to be hoped that the business will prove remunerative to all concerned.

Prominent among the leading oil undertakings, and one of the best known on this side of the Atlantic, is the Shell Transport and Trading Company. This company, which is a power in the petroleum world, has an issued capital of 2,300,000 ordinary shares of £1 each and 100,000 five per cent. cumulative preference shares of £10 each, while its reserve funds amount to £2,800,000, and the undivided profits to £19,095. The Shell company amalgamated its business with that of the Royal Dutch Petroleum Company as from the beginning of January, 1907, and the consolidated undertaking ranks only after the Standard Oil Company as the world's largest producer and distributor of petroleum, which is procured from the fields in Borneo, Sumatra, and Roumania. Special arrangements were made to guarantee the safety of the Shell preference shares when the amalgamation was carried through, the terms of the agreement being such that the dividend on those shares is covered more than 30 times by the showing of the last balance-sheets of the two companies. It is understood that the Shell Company has obtained a contract for the supply of oil for the Admiralty. Present price of the ordinary shares, which have changed hands in large numbers during the last few days, 76s.

SIPS AND BURMAHS.

Considerable activity has been manifested in the shares of the Sips Petroleum Company, which has an issued capital of £1,000,000 divided into 100,000 shares of 10s. each. Since its formation in 1900 the oil lands owned by the company have been very largely increased, the property situated at Grosny, Russia, now extending to 773 acres. This area has proved very productive, several wells having been brought in as fountains, while others which became exhausted after giving a good production for several years, have begun to flow again when drilled to the lower strata. In the last two years, there has been a great improvement both in the production and profits of the company, the output for 1908 being 11,490,744 pounds, as compared with 6,779,742 pounds for 1907, while the profit for the last-mentioned year was only £3,184 against £90,045 for 1908. The dividend for 1908 was 12½ per cent, compared with 7½ per cent. for the previous twelve months. It is understood that the production for 1909 increased by about 30 per cent. over 1908, and that the company has acquired an interest in the Malok field.

A splendid record is that of the Burmah Oil Company, which was formed about seven years ago in acquire the assets, and to provide the funds required for the extension of the business to a smaller company of the same name. The capital of the company is £5,500,000 divided as follows:—£2,500,000 six per cent. first preference shares of £1 each; £750,000 six per cent. second preference shares of £10 each; £275,000 ordinary shares of £1 each; and £400,000 five per cent. debenture stock. Some idea of the magnitude of the company's operations may be formed when it is stated that for the seven years 1902-1908 inclusive, the trading profits aggregated £3,326,000, and the dividends paid in the same period (tax free) totalled 135 per cent., the distribution for 1907 and 1908 being 37 per cent. each year. In the last mentioned year also some £1,000,000 of the 50 per cent. dividend on the ordinary shares was placed to various reserve funds. The company is in a very strong financial position, and its ordinary shares are quoted at 45½/6.

Another prosperous company is the California Oilfields (Ltd.), which owns 6,720 acres, or 104 square miles of land in the California Oilfield, California, and has a capital of 400,000 shares of £1 each, and £180,000 five per cent. first mortgage registered debentures. The debentures are now being "called in" at the rate of £500,000 per annum by purchase or by drawing out of the 50 per cent. dividend distributed 40 per cent.; and the remainder was the dividend for 1908, the reduction being due to a smaller gross revenue, the result of a larger amount of development work done. The production for 1909 increased about 10 per cent. over 1908, and the price of oil was also higher. Current price of the shares 11½.

Today's Advertisements.

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1884, E.

47TH HALF-YEARLY DRAWING

INTEREST DUE AND DRAWN BONDS OF this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 31st March, 1910.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st March, 1910. [587]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, NARBEILLES, COLOMBO, AND SINGAPORE.
THE Company's Steamship
"SADO MARU"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery on ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 7th April will be subject to rent.
No Fire Insurance has been effected.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 31st March 1910

RUBBER.

Once I hated the post with its budget of bills,
And I hated the postman, the bearer of bills;
But now when he comes with his letters for me
I rush, yes, I rush to inspect them with glee.
They're as good as quinine for my spirits and health,
For they all of them speak unlimited wealth.
Which is waiting for me, like a cup for the eager,
If I only invest all my money in Rubber.
It is found in all lands where an Englishman may go,
In Bolivia, Brazil, and in Tierra de Fuego;
In the Isles of the Malay, and in Java,
In the depths of Peru, and in the purlieus of Ava.
There's the *Takit* in *Levitt*, the *Booklin* in *Colch*,
The *Bongo*, the *Bingo*, the *Tafit*, the *Shrat*,
All names full of hope for the toiler and grubber
Who means to be rich by investing in Rubber.
Each morn with my letters I go to my lair,
And peruse every glowing prospectus with care.
They have all got their buildings, their trees
And their labour,
And each gives a better report than its neighbour.
"Walk up and walk in and you'll all be content
With your twenty or thirty or forty per cent.!"
That's the sense I collect from the rab-dub-dubber
Whose drum sounds the rapturous glories of Rubber.
There's a proverb I heard as an innocent child
Which warns you of cats ferge nat, (when they're wild).
No matter, I'll scrape up a thousand or two
And invest them in trees in Brazil or Peru.
To neglect such a chance is the part of a dunce;
I intend to be rich, and I'll be it at once;
For my trees, as a whale makes you rich
With his blubber,
Shall provide me with millions by yielding their Rubber.
—Punch.

Events Coming.

Thursday, 31st March.
Bandman Opera Co., "Dear Little Denmark" 9 p.m.

Friday, 1st April.
Hughes and Hough Auction sale of Saltpetre and Sulphur, at Tsim-sha-tsoi Police Station, Kowloon, 11 a.m.
Geo. P. Lamont, Auction Sale of furniture at 3 Des Voeux Villa, (Peak), 2.45 p.m.

Saturday, 2nd April.
H.K.A.A.A. Sports, Kowloon Cricket Club.
Geo. P. Lamont Auction sale of valuable Chinese silver ware, 2.30 p.m.
V. R. C. Boxing and Wrestling Contest, 9.15 p.m.

Monday, 4th April.
Geo. P. Lamont Auction sale of furniture at the "Devonia" Peak Road, 11 a.m.
Public Works Department Crown Land sale, 3 p.m.
National Bank of China, Ltd., Extraordinary meeting, 12.30 p.m.
Philharmonic Concert, at City Hall, 9.15 p.m.

Tuesday, 5th April.
Organ Recital, at St. John's Cathedral, 5.15 p.m.

Today's Advertisements.

E. H. R.
KOWLOON WATER SUPPLY.

THE Public are advised to boil all water used for drinking purposes until further notice.
W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 31st March, 1910. [588]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamer
"ASSAVE"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *s.s. Africa*,
From Calcutta, ex *s.s. Malta and Somali*,
From Persian Gulf, ex *B.I.S.N.* and *B. & P.S. N. Co.'s* Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 6th April, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 31st March, 1910. [589]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUMSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 4th April, will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 31st March, 1910. [590]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)
Loans on Mortgage of House Property, &c. Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF TRUSTEE, EXCHUTOR OF WILLS, ATTORNEY, &c., Underwritten and Executed.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 10th March, 1908. [591]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.
BEST ENTERTAINMENT IN HONGKONG.
COMIC AND DRAMATIC FILMS.

Miss JESSIE THORNE, Australian Sourette.
Miss DORIS McAULEY, New Songs and Dances.
Mr. CARL WALLNER, Whistler and Comedian.

DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.
MONDAY AND FRIDAY, DAILY TWO PERFORMANCES.
First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.
Hongkong, 18th March, 1910. [592]

ENGLISH ALE & STOUT.

In Patent Jars of 1 to 5 Gallons.
The Beer is kept Fresh and Sound in these Patent Earthenware Jars for about Ten Days.

A Small Quantity can be drawn off for use from time to time.

SEND ORDERS EARLY.
ONLY A LIMITED NUMBER OF JARS RECEIVED.

\$1.25 per Gallon.
H. PRICE & CO., LD.,
WINE MERCHANTS,
12, Queen's Road.

Telephone No. 131.
Hongkong, 23rd March, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, APRIL 30th.	"EMPRESS OF IRELAND" FRIDAY, MAY 20th.
"EMPRESS OF INDIA" SATURDAY, MAY 14th.	"ALLAN LINE" FRIDAY, JUNE 10th.
"MONTEAGLE" TUESDAY, MAY 24th.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1st.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4th.	"ALLAN LINE" FRIDAY, JULY 1st.
"EMPRESS OF CHINA" SATURDAY, JUNE 18th.	"EMPRESS OF IRELAND" FRIDAY, JULY 22nd.
"EMPRESS OF INDIA" SATURDAY, JULY 2nd.	"ALLAN LINE" FRIDAY, AUGUST 12th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 21 days. 2nd Class, 22 days. 3rd Class, 23 days. Speed 20 knots.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 21 days.

Via New York 22 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	"WINGSANG"	FRIDAY, 1st April, Noon.
MANILA	"LOONGSANG"	FRIDAY, 1st April, 4 P.M.
SHANGHAI via SWATOW	"HANGSANG"	SUNDAY, 3rd April, Daylight.
S'GAPORE, PENANG & CALCUTTA	"KUSANG"	MONDAY, 4th April, Noon.
SHANGHAI	"CHONGSANG"	MONDAY, 4th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUSANG"	FRIDAY, 8th April, Noon.
MANILA	"YUENSANG"	FRIDAY, 8th April, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Katsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 31st March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
HOIHOW & HAIPHONG	"SINGAN"	1st April, 10 A.M.
TIENSIN	"KURIOROW"	2nd " 4 P.M.
AMOI, OBU & ILOILO	"KAIFUNG"	2nd " 4 P.M.
SHANGHAI	"LINAN"	3rd " Daylight.
TSINGTAU, WEIHAIWEI, CHEFOO	"SZ CHUEN"	4th " 4 P.M.
AND NEWCHOWANG	"TAMING"	5th " 3 P.M.
SHANGHAI	"ANHUI"	7th " 3 P.M.
SHANGHAI	"CHINHUA"	10th " Daylight.
MANILA	"TEAN"	12th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chinan*, *Linan*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 15. Hongkong, 31st March, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	A. Fraser	MANILA	SATURDAY, 2nd April, at Noon.
AYIRO	2540	R. Rodgers	MANILA	SATURDAY, 9th April, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Telephone No. 15. Hongkong, 31st March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. O. Cundy, will be despatched as above about 6th April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain H. O. Norris, will be despatched as above on 31st April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to OHIOGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.
Do.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 3rd April, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOSHOW.	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 7th April, at 8 A.M.
ANPING via SWATOW and AMOI.	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 13th April, at 10 A.M.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st March, 1910.

T. ARIMA, Manager.

Hongkong, 31st March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTIWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	"MIYASAKI MARU" Capt. T. Murai, Tons 9200 "KITANO MARU" Capt. F. K. Cope, Tons 9000 "IYO MARU" Capt. T. L. Harrison, Tons 7000	WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight.

VICTORIA, B.C., & SEATTLE { "KAMAKURA MARU" Capt. K. Kori, Tons 6500 } SATURDAY, 3rd April, From KOBE.

VICTORIA, B.C., & SEATTLE { "INABA MARU" Capt. K. Kawai, Tons 7000 } TUESDAY, 26th April, Noon.

via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA { "TAMBA MARU" Capt. K. Sato, Tons 7000 } TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE { "YAWATA MARU" Capt. T. Saito, Tons 5000 } FRIDAY, 15th April, at Noon.

via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { "NIKKO MARU" Capt. M. Yagi, Tons 6000 } FRIDAY, 15th May, at Noon.

BOMBAY, via SINGAPORE { "TOSU MARU" Capt. Y. Nomura, Tons 6000 } TUESDAY, 5th April, at Noon.

SHANGHAI AND KOBE { "BOMBAY MARU" Capt. Tanaka, Tons 5000 } TUESDAY, 12th April, at Noon.

NAGASAKI, KOBE and YOKOHAMA { "NIKKO MARU" Capt. M. Yagi, Tons 6000 } WEDNESDAY, 13th April, at Noon.

KOBE and YOKOHAMA { "SADO MARU" Capt. S. Horiuchi, Tons 7000 } FRIDAY, 1st April, at 4 P.M.

Fitted with new system of wireless telegraphy. 1 Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. * Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

Hongkong, 31st March, 1910.

Shipping—Steamers.

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO.

(Taking through Cingo to Los Angeles).

THE Steamship

"STRATHSPRY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to—SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd March, 1910.

2456

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted to staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th March, 1910.

245

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, P.O., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
America	4,363	J. Boyd	7th April, 1910
Buenos Aires	4,363	F. W. Davies	11th May
Oceano	4,363	J. Mathie	5th July

These steamers are specially fitted for the carriage of Atlantic Steaming Passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

11

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SIKH" On 29th March.

FOR NEW YORK AND BOSTON:

S.S. "DACE CASTLE" On 12th April.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 11th March, 1910.

15

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC"

will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910.

246

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to F. A. LAPICQUE & CO., Agents at Hongkong, No. 4 Queen's Building, Telephone 950.

Hongkong, 28th March, 1910.

14

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading joined for Batavia, Penang, Ceylon, Continental America, C.W. and SOUTH AFRICAN PORTS.)

H.K. Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Hongkong*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Manila*, due in London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWITT, Superintendant.

Hongkong, 19th March, 1910.

14

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE"

will be despatched as above on SATURDAY, 2nd April, at 5 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 29th March, 1910.

249

Intimations

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

Ad	Alk. Wm. W. & Mrs. Alk. Wm. W.	Johns.
	Ames, Dr.	John C.
	Bayard, Col.	Kobischke
	Bayne, W. M.	Madison
	Bedford, Col. and Mrs.	Leck
	Ball, Capt. and Mrs.	Lukis
	Bowdler, Mrs.	Lauder
and Mrs.	Bowen, Mr. and Mrs.	Lawless
	Byer, Mr. and Mrs.	Lester
	Burns, P. M. & Mrs.	Loftis
	Campbell, Miss O.	Liawell
	Cochrane, Mrs.	Lyddon
	Dawson, Mr.	Marlin
	Dodson, L. and Mrs.	May, H.
	Douglas, Dr.	McGowan
	Ezrie, Rev. and Mrs.	Neillon
& Mrs.	Fayrer, Sir Joseph and	Probyns
	Lady	Reus, T.
J.	Fell, J.	Sinclair
	Finch, Capt. and Mrs.	Smith
	Hancock, Mr. & Mrs. H.	Stacop
	Harris, Mr.	Sutherland
	Harvey, Mrs.	Thorn
and	Hawland, F. A.	Thorn
J. G.	Hell	Top
	Highton, Eng. Commr.	Touton
and Mrs.	Hind, W. B.	Wardle
	Hitchcock, Mr. & Mrs.	Wheat
	Hockaday, W. T.	White
	Hodgins, Mrs.	Wilton
	Hughes, Rev.	Wright
& Mrs.	Jack, Miss	Young

CHAIGNEUR	
Oldwell, Mr. and Mrs.	Marce
C. A.	Kales
Darling, Mr. and Mrs.	Kent
Drought, W. M., List.	Rea
and Mr. A. E.	Smith
Hancock, Elizabeth & Mrs.	Smith
Jackman, H. T.	Gray
Jones, Dr. and Mrs.	Smith
Evan	Smith
Kydd, Mr. & Mrs. T. W.	Wilbur

AFTER HOUSE	
Abraham, E. S.	Holt
Almasoff, Mr.	Kahn
Ballet, M.	Kahn
Baul, J.	Karl
Berksham, M.	Lunge
Broc, A. de	Loring
Brown, J. M. G. de	MacG
Crus, A. M. G. de	MacG
Cunlac, Mr.	Mess
Doris, A.	Perian
Dreyfuss, A.	Parov
Eyre, H.	Pike
Fernandez, J. A.	Rubini
Flock, F. G.	Ruta
Foster, G. D.	Talbo
Gomes, A. J. M. de	Mr
Griffith, C. H.	Voshk
Hamilton, J. C.	Wells
Herrera, L. C.	

THE CHINA STATION.	
CAPTAIN.	LAST
Commander A. Lowndes	H
Captain B. G. Kidd	H
Captain Fitz	H
Commander E. H. Donovan	H
Commander H. L. P. Hoar	S
Commander S. West	S
Commander G. T. Borrett	S
Commander Lloyd Thomas	H
Captain John Nicholas	S
Commander B. J. Gay, V.C.	H
Commander R. S. Monro	H
Commander G.	H

Captain E. Faragher	...	...	...	...	...
Captain Clinton Baker	...	...	...	...	...
1st. Commander T. J. S. Lyons	...	...	...	...	...
Captain F. O. Learmonth	...	...	...	...	...
Captain Geo. C. Cayley	...	...	...	...	...
Captain L. E. Power, M.V.O.	...	...	...	...	...
1st. Commr. J. G. P. Leith	...	...	...	...	...
2nd. Commr. J. G. P. Leith	...	...	...	...	...

est.-Commander, W. A. Waite
est.-Commander, E. J. Southby
est.-Commander, J. M. Barker
est.-W. Earle
est.-Commander, H. Lyon
est.-Commander, H. R. Godfrey
est.-Commander, H. T. Aslar
est.-Commander, L. G. E. Hartford
est.-Commander, R. L. Hancock
est.-Commander, C. A. Franconia
est.-Commander, B. R. Brooks
est.-Comd'g, M. H. Wilding
est.-Commander, C. F. A. Malock
Commander-in-Chief
Commander-in-Chief

[illegible]

Commander Mortenson	
Lieut. Morris	
Capt. Owens	
Lieut. Parole	
in Reserve	
Commander Mortenson	
Lieut. Blah	

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Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL \$3,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and others.


Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

37

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES, AND ACCESSORIES
of the best makers.

NEW BICYCLES
FOR HIRE AND SALE.

REPAIRING All Kinds of TYPEWRITERS.
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,
and All Sorts of MACHINERY.
AT THE SHORTEST NOTICE.

PRICES MODERATE.

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9, Canton Road, Kowloon.

Hongkong, and March, 1910. [22]

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1 & 3, D'AGUILAR STREET.

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Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES's speciality.

TABLE LINENS, SERVIETTES and
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Samples on application.
Coast Port Orders carefully
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**MANUFACTURE WHOLESALE AND
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In all kinds of hand-made
**DRAWN AND EMBROIDERY CHINESE
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all of the best quality.
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GEMS**
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Gold Guaranteed

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